

Preparing for the Columbia/Snake extended lock closure

Kristin Meira
Government Relations Director



**What
is
PNWA?**



Pacific Northwest Waterways Association (PNWA) is:

- 🏰 PNWA is a non-profit trade association that advocates for federal policies & funding in support of regional economic development**
- 🏰 Over 100 members in OR, WA, ID, and CA, including:**
 - 🏰 Public ports and municipalities**
 - 🏰 Agriculture and forest products producers**
 - 🏰 Utilities**
 - 🏰 Towboaters, steamship operators, river pilots and bar pilots**
- 🏰 Advocating for Northwest hydropower and navigation infrastructure since 1934**
 - 🏰 U.S. Army Corps of Engineers and Bonneville Power Administration**
 - 🏰 Northwest House & Senate delegations**
 - 🏰 House & Senate Energy & Water appropriations committees**
 - 🏰 Office of Management & Budget (OMB)/White House**

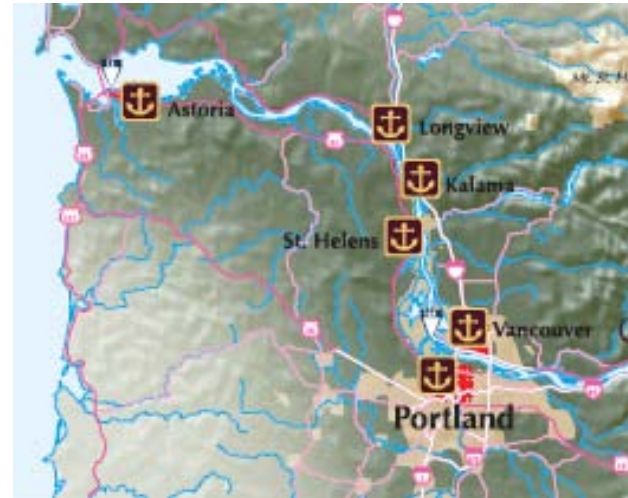


**What is the
Columbia
Snake River
System?**

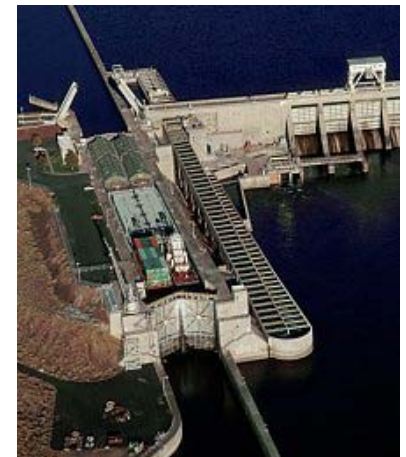
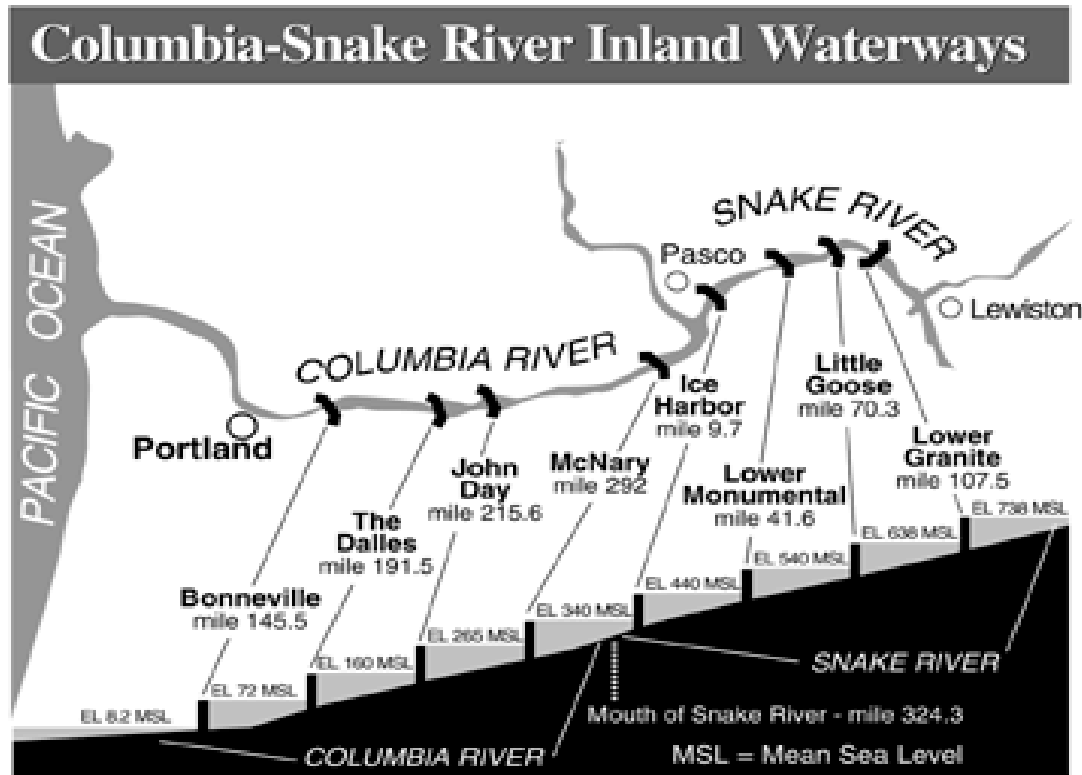


Lower Columbia River Channel

- 40' channel extends 110 miles inland
- Channel deepening to 43'
- 40 million tons total
- 3 grain ports; 4th to come early 2011
- 14-16 million tons grain
 - ~12M tons wheat
 - ~3-4M tons corn
- \$17B in value in 2009



Inland Columbia/Snake River Channel



- 🚢 14' channel extends 360 miles from Portland to Clarkston & Lewiston
- 🚢 8 locks
- 🚢 10-12M tons
- 🚢 \$2-3B in value

**Why does
the Columbia
Snake River
System
matter?**



Wheat ...

#1 gateway in the nation

37% of U.S. exports

*Graphic:
Port of
Portland*



Barley ...
#1 in the nation
70% of U.S. exports

*Graphic:
Port of
Portland*



Forest & paper products exports ... #1 on the west coast



Mineral bulk exports ... #1 on the West Coast

*Graphic:
Port of
Portland*



Auto imports ... #1 on the West Coast



*Graphic:
Port of
Vancouver*



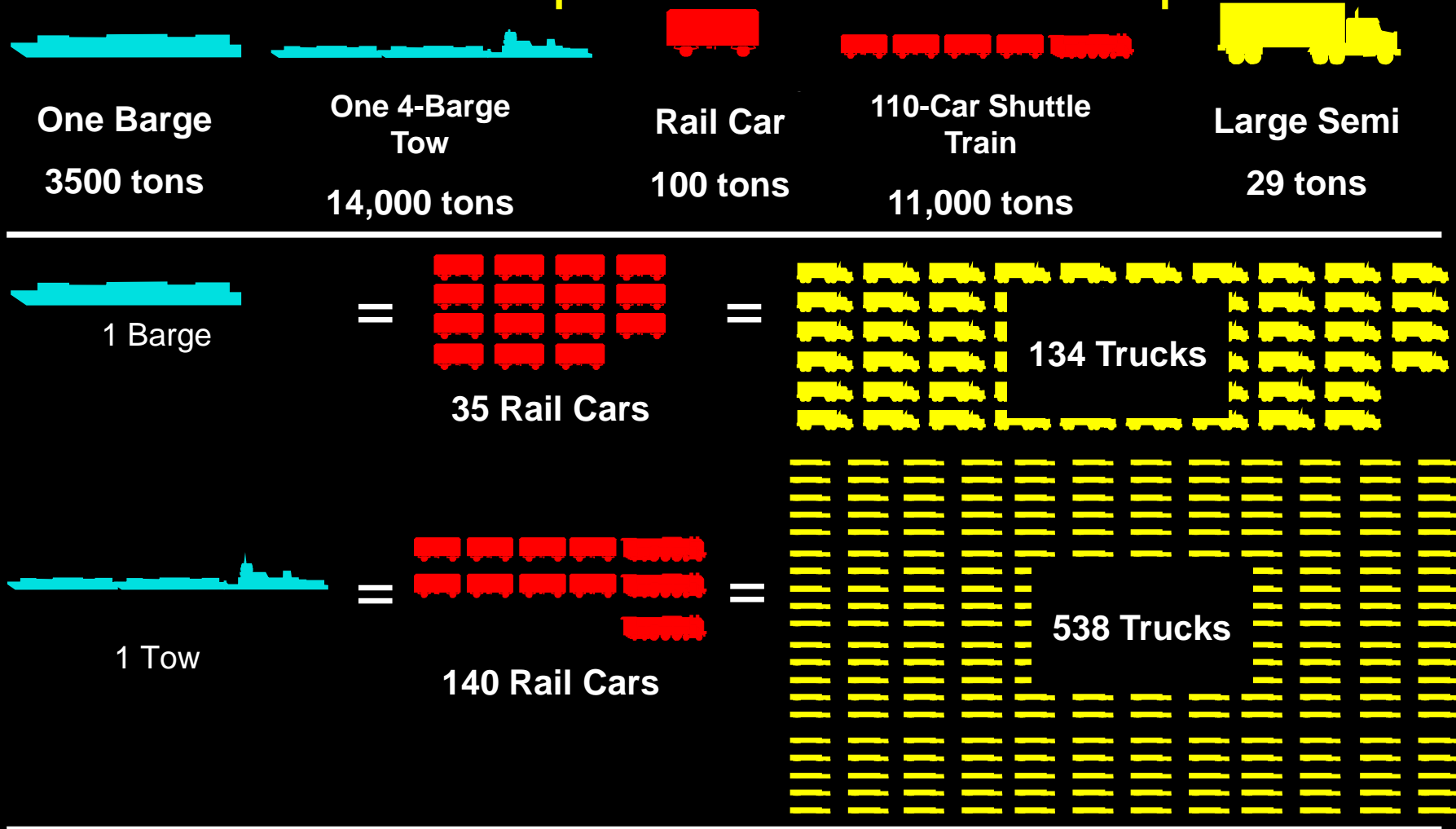
Containers ...

16th largest volume container port in U.S.



*Graphic:
Port of
Portland*

Alternate Transportation Mode Comparison



Barging is the lowest cost, most environmentally friendly form of freight transportation

**Preparing for
the extended
lock closure**



Major maintenance activities have been well planned

Collaborative planning since 2006:

-  USACE – Portland District

-  USACE – Walla Walla District

-  PNWA

-  2007: Identified high priority Columbia and Snake River project maintenance and repair needs, and draft timeline

-  2009: American Recovery & Reinvestment Act (ARRA – stimulus) package provided ability to move forward with plans

Goal: minimize planned and unplanned system closures



Extended lock outage provides benefits ...

- 🏰 **Significant federal investment**
- 🏰 **Major repairs at 3 locks**
- 🏰 **Ensures long term viability of the river system**

... with short-term challenges

- 🏰 **14-week closure of inland system**
- 🏰 **No barge traffic will be passable above The Dalles**
- 🏰 **Prepare growers, shippers, ports, towboaters**
- 🏰 **Identify logistical alternatives**
- 🏰 **Communicate with overseas customers**



Closure dates and projects are confirmed

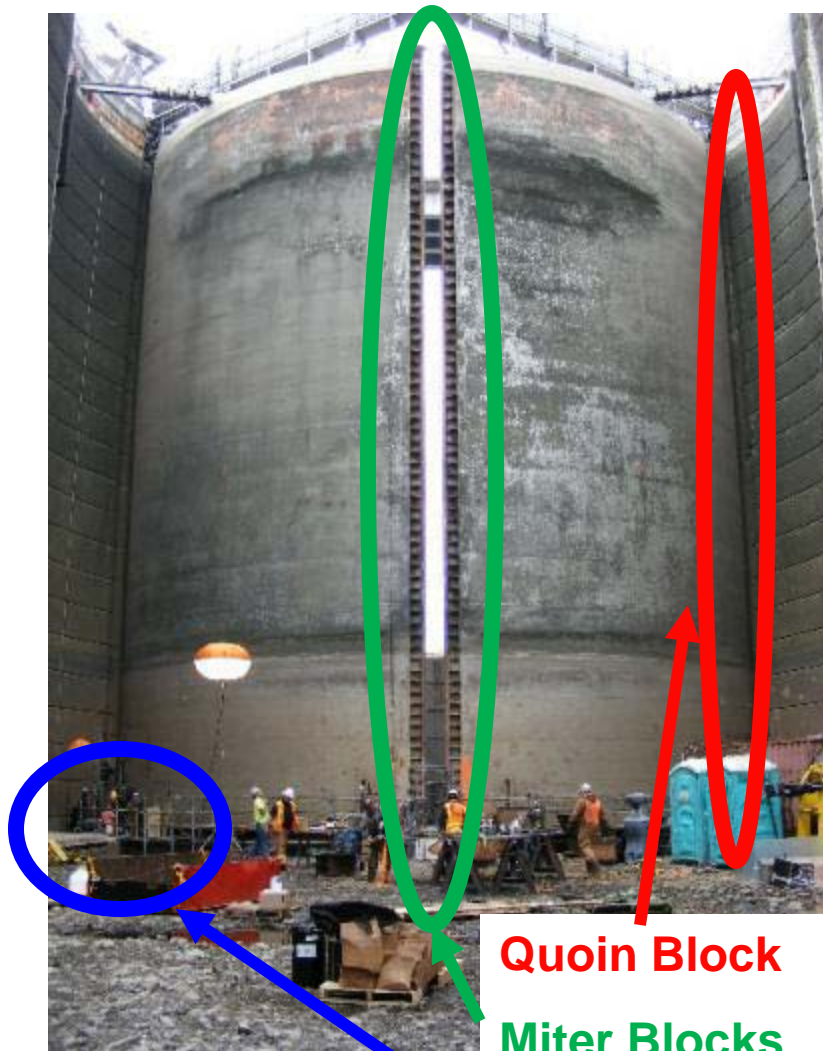
December 2010 – March 2011

 **December 10, 2010 – March 18, 2011 (14 weeks)**

 **Three major projects will be completed at The Dalles, John Day, and Lower Monumental**



The Dalles



Quoin Block

Miter Blocks

Pintle Bearing

History

- 🛠 Mar 2006, 2007, 2008: repairs
- 🛠 Mar 2007: Instrument install
- 🛠 Sep 2009: Emergency outage
- 🛠 Mar 2010: Routine outage (prep for extended outage)

Scope of Repairs

- 🛠 Replace downstream gate
- 🛠 Pintle bearing assembly
- 🛠 Replace tainter valves
(summer 2010)

John Day



History

- 🏗️ **Mid-1990s: Critical D/S gate repairs**
- 🏗️ **2007-2008 Friction drum repairs**
- 🏗️ **FY08–FY10: Major rehab study**

Scope of Repairs

- 🏗️ **Replace downstream gate**
- 🏗️ **Replace friction drums**
- 🏗️ **Replace tainter valves (*summer 2010*)**

Lower Monumental Lock

Scope of Repairs

 **Replace downstream gate**







Communication with stakeholders is ongoing

 Corps/PNWA sponsored tours in 2006, 2008, 2009, 2010

 2009:

-  Announcement of extended outages
-  Corps/PNWA-hosted stakeholder teleconferences
-  PNWA presentations to regional and national groups

 Ongoing outreach to:

-  Shippers, towboaters, ports
-  Farmers and overseas buyers
-  Rail and trucking interests
-  Other commodities

 Towboat companies are pursuing assistance for employees

-  Work-Share partnerships, training grants, assistance with COBRA





 One port is considering assistance to shippers to keep prices level

 USACE website:






http://www.nwww.usace.army.mil/html/offices/op/t/navdata/NavLockExtOutageWebPages/NavLockOutage_MainPage.htm

Short-term modal shifts are expected

Growers are considering logistics alternatives

-  Shipping wheat early in barges, to be held on the Lower Columbia for eventual export
-  Moving wheat by truck to Mid-Columbia Producers, just below The Dalles Dam
-  Working with Class I rail lines (BNSF & UP) and short lines
-  Working with overseas buyers to understand their storage capabilities

Petroleum and solid waste will move by alternate modes

-  Oil companies are considering alternatives for shipment of product to the Tri-Cities
-  Clark County's solid waste will be moved via truck
 -  Tidewater typically moves 31 – 32 barges of containerized solid waste during that period to the Finley Butte landfill in Boardman
 -  Each barge holds 70 containers
 -  2200 truck trips will be needed

Questions?

Kristin Meira

**Government Relations
Director - PNWA**

kristin.meira@pnwa.net
503-234-8556

www.pnwa.net

